

YOUNG MEN AT WORK

THEIR BUSINESS ASSOCIATION TO
MEET TO-MORROW NIGHT.

WILL BOOM RICHMOND ALL THE TIME

This the Commendable Object of
the Organization, and No Stone
Will Be Left Unturned in Their
Efforts to Build Up the City.

The Young Men's Business Association of Richmond, an organization which, as indicated in its title, pulsates with young blood, only came into life a few weeks ago, but already it has become a factor in the development of this city's interests, and its members have been recognized as enterprising, public-spirited citizens, willing and anxious to do all in their power for the municipality in which they reside. The association will have a meeting to-morrow night in the Chamber of Commerce Assembly Hall, and a final organization will then be perfected, and the work of committees mapped out.

The association was formed on the 12th day of April, 1897. The idea originated with the "Citizens' Relief Association," which accomplished so much relief among the poor of our city during the past winter. Although many people at that time cried "hard times," "you can't succeed," &c., the young men banded together, shoulder to shoulder, and collected over \$2,500 for the relief of the poor. The corresponding secretary, Mr. Henry Lee Valentine, received and answered over 600 letters from January 15th to April 1st. Mr. B. S. Hume, the president.



MR. BRYCE STEWART HUME,
(President Young Men's Association.)
Gent: Mr. R. H. Meade, the recording secretary, and Mr. R. A. Lancaster, Jr., gave much time to the success of the association, as did Messrs. H. S. Hume, J. E. Eichelberger, Julian Bryant, Robert Lecky, Gordon Wallace, and Daniel Guitman as directors, and they succeeded beyond expectation.

A COMMENDABLE OBJECT.
After such success with the "Citizens' Relief Association," which was run entirely by young men, the members decided to organize the Young Men's Business Association of Richmond, Va., with the object, "Richmond's success, which is their motto on the sign for application to membership." The association started on April 12th, with the following officers: Bryce Stewart Hume, president; Henry Lee Valentine, vice-president; Hugh Miller, secretary and treasurer pro tem, and the following directors: Gordon Wallace, R. A. Lancaster, Jr., H. D. Eichelberger, Robert Lecky, Julian Bryant, Daniel Guitman, H. S. Hume, R. H. Meade, Deane Maury, Robert H. Harrison, George M. West, F. C. Christian, T. M. Wortham, John M. Taylor, J. L. Hill, D. A. Ainslie, Minor Price, Thomas Whitsett, William M. Tullaferris, and J. Smith Brocknough.

The membership committee consists of seven, as follows: Messrs. Deane Maury, George M. West, H. D. Eichelberger, Julian Bryant, Thomas Whitsett, Robert H. Harrison, and J. L. Hill. The committee on relief of the poor are the same ten who so successfully succeeded during the winter at the helm of the Relief Association.

There is a new committee which no other association has, that is on "Conventions." This committee is also composed of seven, and its object is to bring all conventions to the city, and to secure the best results therefrom.

The other committees are as follows: Executive and Finance, Manufacturing, Public Improvement, Statistics and Information, Advertising, Commerce and Commercial Usages, Real Estate, Entertainment, Transportation, Legislation and Immigration, Rules, Public Policy, and Immigration.

The association desires it to be fully understood that it does not propose to antagonize any existing body which has any similar end or aim, but wishes rather to be an auxiliary to it.

It is the aim and object of the members to do all in their power to bring the city of Richmond before the world and to secure to them its great industrial advantages and its superiority as a place of residence. They hope soon to have ready for the public a pamphlet showing all of Richmond's advantages, and it is their purpose to educate this generation to the same ten who so successfully succeeded during the winter at the helm of the Relief Association.

SOME OF OUR ADVANTAGES.
The association here in a few days to have their pocket edition of Richmond's advantages ready for the use of all who are interested in the success of the city and its grand future.

The following are some of Richmond's advantages to be put before the world by the association:

Richmond is the capital of Virginia, and of Henrico county.

It is at the head of the river and the base of the falls of James river.

Its latitude is 37 degrees, 22 minutes, and 12 seconds, north.

Its longitude is 77 degrees, 25 minutes, west.

Its corporate limits embrace 3,525.62 acres.

Its public parks contain 576 acres.

Its extreme width from north to south is 1 1/2-30 miles.

Its extreme length from east to west is 4 1/2-30 miles.



MR. HENRY VALENTINE,
(Vice-President.)
Its streets extend over 116 1/2 miles.

Electric street-car lines (larger part double-tracked), 61 miles.

Horse street-car lines, 10 miles.

Number of houses within corporate limits of Richmond, over 13,000.

Why
Don't You take
Brown's Iron
Bitters?

Why
Don't You take
Brown's Iron
Bitters?

Why
Don't You take
Brown's Iron
Bitters?

There is a reason for that stitch in the side, for that headache; for that aching in the bones, for that nervous feeling. It's nature's way of signaling for help—of warning you that something's going wrong. Your blood is impoverished. The supply of iron has gone below the danger point. The result is apparent in every part of the body. You need Brown's Iron Bitters to restore that iron; to feed the blood with life-giving vitality; to tone the stomach and soothe the nerves. It puts a man on his feet so quickly he almost forgets he was sick. Gives a woman the strength she needs to carry the cares of the home. Makes the children strong, well and hearty. You Feel Yourself Getting Well.

With every bottle of Brown's Iron Bitters you receive free of charge a package of pills invaluable in the work of restoring good health. If in any case Brown's Iron Bitters taken as directed, fail to benefit any person suffering with Dyspepsia, Malaria, Chills and Fever, Kidney and Liver Troubles, Biliousness, Female Infirmities, Impure Blood, Weakness, Nervous Troubles, Headache or Neuralgia, money will be refunded.

BROWNS' IRON BITTERS CO., Baltimore, Md.

Why
Don't You take
Brown's Iron
Bitters?

Why
Don't You take
Brown's Iron
Bitters?

Why
Don't You take
Brown's Iron
Bitters?

WHAT THE JEWS HAVE DONE.

Rabbi Callisch's Discourse at Beth Abahs Yesterday.

Rabbi E. N. Callisch on yesterday, at Beth Abahs Synagogue, preached on "What the Jews Have Given to the World." In the outset, Dr. Callisch quoted from a northern paper a paragraph, in which it was set forth that Moses and the apostles, prophets, and sages from David and Jeremiah down to Paul and Peter were Jews.

The civilization of the world, continued the Rabbi, is made up of the contributions of the various peoples. Every race and class adds its share, as the various artisans and mechanics build a house, from the common laborer who digs the cellar through the gradations of masons, carpenters, plasterers, plumbers, electricians, and artists who finish the walls with exquisite creations of taste and fancy. The work of all is needed, yet the work of some is more highly esteemed than that of others, for the reason that it requires greater skill and more thorough training. Thus is the fabric of human civilization upreared by various classes. And were men to disregard the contributions of the races, it will be found that some have given less and some more. It has fallen to the lot of the Jew to make the highest, the noblest, the most enduring contributions—that of moral knowledge. His teachings voice the highest thought, and have been the guide of life through ages past, are yet to-day, and will be in years to come. That among the Jews themselves were men who were distinguished by the possession of highest gifts should be a cause of gratitude, more than of pride. We should rejoice in the deeds of priests, of prophets, of Pauls, of the human race, as we rejoice in the light of the sun, for their lives were intended to be of value and the rays of the sun fall upon all.

Tracing civilized man on down through the ages, the Rabbi said, in conclusion: The people of Israel have been a "kingdom of priests" in the past. It is their duty to be no less so in the present, ministering at the shrine of God and in the service of humanity, and giving forth an impulse for righteousness which the world's subconsciousness receives and feels and acts upon, for the truth that is theirs is that to which are "the eternal years of God."

Number of churches (all denominations), 200.
Total membership of churches, 42,739.
Assessed value of real estate, \$4,750,822.
Assessed value of personal property, \$2,593,124.
City (last year) per \$100, \$1.40; State, 40 cents—total, \$1.80.
Value of city property, including public buildings, markets, parks, and water-works, estimated, \$5,000,000.
Present banking capital of Richmond, \$2,500,000.
Bank clearings for 1896, \$14,578,841.
Number of manufacturing establishments, average last five years, 520.
Different kinds of manufacturing, 120.
Number of hands in factories and workshops, average last five years, 12,361.
Number of wholesale houses in trade, 25.
Capital in manufactures and wholesale trade, average last five years, \$24,250,000.
Value of manufactured products, average last five years, \$3,577,471.
Jobbers' sales, average last five years, \$3,653,245.
Horse-power used in manufacturing, 5,000.
Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

Unused water-power, with possibilities of development, 5,000.
Number of competing rail and water routes bringing coal to Richmond, making it one of it not the cheapest market on the coast.
Number of railroads diverging from Richmond over which raw materials and products are shipped distributed by most direct routes, 7.
Mileage of railroad systems centered in Richmond, 11,192.
Steamer lines to Richmond and its ports of entry, West Point and Newport News: (a) in coastwise trade, 6; (b) in foreign trade, 2.
Minimum depth of channel of James river to Richmond to be increased under present scheme of improvement to 23-1/2 feet, now 18 feet.
Depth of channel to West Point, 22 feet.
Depth of channel to Newport News, 23 feet.

LEXINGTON.

New Market Anniversary—Decorations of Cadet Graves—Personal.

LEXINGTON, VA., May 15.—(Special.)—To-day is the thirty-third anniversary of the battle of New Market, in which the corps of cadets of the Virginia Military Institute took part, and made its memorable charge, which will be recalled by many of the veterans who were present. The cadets, in this battle, were organized as a battalion on infantry, of four companies, and as a platoon of artillery, serving two 3-inch rifle guns. There were over fifty cadets killed and wounded in this battle, out of an aggregate of 550. This afternoon at 5:30 o'clock the graves of the five young heroes who fell in the fight, and whose remains are buried here in the institute cemetery, were decorated, and appropriate music was discoursed by the Virginia Military Institute Post Band. Many ladies and officers of the institute, and cadets and others attended the exercises. There was suspension of all academic duties at the institute to-day. Over fifty cadets went to Roanoke to witness the game of ball between the Virginia Military Institute nine and that of the Virginia Polytechnic Institute, and many others went to Natural Bridge and other points of interest.

The Lexington public schools closed Friday after a very successful session. Mr. D. Dunlop Routh, of Petersburg, was here this week visiting friends and family scenes. He is a graduate of the Virginia Military Institute, class of 1895. The fine rains of the past week have brightened up everything, and now all growing crops are progressing finely.

Glass Brothers, formerly of Lynchburg, but now of Brown, Va., will erect a large flouring-mill plant at the last-named place as soon as the necessary machinery arrives.

A HUNG JURY.
A Colored Girl Killed by Lightning—A Zoological Party.

CAPE CHARLES, VA., May 15.—(Special.)—The case of the Commonwealth vs. William T. Somers, Jr., indicted for attempted assault on Miss Cornelia Ashby, which was commenced in Eastville on Tuesday last, was given to the jury yesterday, and resulted in a hung jury of seven for conviction and five for acquittal. On account of the prominence of both parties, the case attracted a large crowd of people from all parts of the Eastern Shore, and the court-house, which is a very small one, was packed to almost suffocation during the entire trial, while many persons stood around the windows and in the court yard. Mr. Otto P. Meares, the Commonwealth's Attorney, was ably assisted by Hon. N. B. Wescott, and Mr. E. J. Wise, of Richmond, appeared for the defense. The jury was discharged this morning. Somers gave bond for his appearance at the next court, which convenes about the middle of June.

During a very severe thunder-storm yesterday lightning struck and killed instantly, near Eastville, Pearl Church, a 12-year-old colored girl. She also killed a 5-year-old colt belonging to George White, a farm near by, was also struck, and was badly damaged.

The Ladies' Guild of the Episcopal church gave a zoological party at the Cape Charles Hotel, this evening, for the benefit of this church. The programme was very amusing and interesting.

WINSTON.
T. P. A. Election—Marriage Announcement—Ball Game.

WINSTON, N. C., May 15.—(Special.)—The North Carolina Post of the Travelers' Protective Association elected the following officers last night: President, G. A. Pollin; Vice-President, W. R. Leak; Secretary and Treasurer, S. C. Osburn. Messrs. H. E. Harman and G. A. Pollin were elected delegates to the National Travelers' Protective Association Convention to be held at Nashville, Tenn., on June 1st.

Invitations were issued to-day for the marriage of Mr. Edward Crane, a prominent architect of Washington city, and Miss Nettie Baldwin, an accomplished young lady of Yadkin county. The happy event will be celebrated on June 21, at the home of the bride's father, Rev. M. Baldwin.

Dr. J. M. Hayes, one of the State's leading physicians, was found dead in bed at his home in Greensboro, this morning. He was a member of the State Board of Examiners.

The Winston Young Men's Christian Association defeated Davis School in a ball game this afternoon, the score standing 13 to 9.

Dr. Moore Has Resigned.
Dr. J. Hall Moore, president of the State Board of Dental Examiners, has tendered his resignation to the Governor and also resigned as president. His colleagues refused to accept his resignation as presiding officer until after the meeting of the National Association of Dental Examiners at Old Point, to which he was chosen a representative. A vote of thanks was taken to Mr. J. W. Richardson, Registrar of the Land Office, Colonel John Bell Bigger, and Mr. William Wilson, custodian of the Senate chamber, for courtesies extended to the members of the board.

Another Great Shoe Sale.

There is always an opportunity for a big cash buy, and with our output we manage to handle great stocks at a price. This time we take pleasure in calling the attention of Shoe Buyers to the entire sample lines of "Summer Shoes" carried by the largest wholesale house in Richmond. These fine Men's, Women's, and Children's Oxfords and Slippers, bought at such a price so as to serve them to the wearer at less than manufacturer's cost. We guarantee the lots to be five pairs of a kind and over. Many items more. Lots of Sample Cases—36 pairs of a kind—all help to make this sale attractive, and enough kinds to make a complete assortment.

THIS LETTER WILL EXPLAIN MORE FULLY:

Factory: Eddyville, Ky.
TO ECONOMY SHOE STORE:
Gentlemen.—We have decided to accept your very low cash offer for our entire lines of Men's, Ladies', Misses', and Children's Samples of Summer Shoes. These are all new goods, and are made by the best manufacturers in the country. Having them at the figure you do, you ought to make a big hit with them.
(Signed) ROBERTS & HOGGS.

All the past week we have been busy arranging for this sale. NOW HERE GOES A PART PRICE-LIST:

Lot 1, for 35c.
Infants' Kid and Patent-Tip Sandals, Tan Sandals, sizes 2 to 5, all with bow and buckle, all kid lined, 35c.; usual 50c. kind.

Lot 2, for 50c.
Children's (sizes 5 to 8) Slippers, with strap and bow and buckle, mostly 7, 11-12, but all sizes 5 to 8, of many styles.

Lot 3, for 43c.
Children's Tan Button, made from genuine Tan goat skin, all solid; Children's Slippers, in Tan and Black; Misses' Slippers, in Tan, choice 6c.

Lot 4, for 69c.
In this lot will be found Ladies' Tan Oxford, Ladies' Black Oxford, all sizes; Ladies' Strap Slippers, sizes 6 to 7, and Common-Sense Oxford, 4 to 5.

Lot 5, for 85c.
For choice of Fine Grade Shoes, mostly Ladies' Tan Straps, Tan and Black Oxford, and Oxfords. A few pairs of Black Button Shoes in this lot.

Lot 6, for 98c.
A beautiful stock of good values—all the newest styles, &c. Ladies' Black and Tan Oxford, Tan and Black Strap, Bow and Buckle Sandals, and Tan and Black Elastic-Side Slippers; Tan Button, sizes 1, 11-12, and 2.

Lot 7, for 81.18.
Ladies' Tan, Elastic-Side and Button Low Shoes; Fine Kid Oxford Ties, patent tip and many other styles.

Lot 8, for 85c.
This table contains Fine Strap Slippers, with good, thick soles, in Tan, Ox-Blood, and Black, \$1.35 and \$1.50 values, for 85c.—mostly Misses' sizes.

Lot 9, for 75c.
Children's 31 Tan Button, 75c.; also, Extension-Edge Lace Shoes, patent tip and trimming, fine, thick sole.

Lot 10, for 50